



Valley Flyers

"Just Plane Fun!"

885 Lancaster Dr SE
Salem, OR 97317

December 2016



Christmas Party!

For December, we will have our annual Christmas party. Joan and Vern have agreed to host the party, starting at 6:00 PM on December 10th. The club will provide meat and some fixings. Each member is asked to bring either a main dish or salad, and a small dessert to share. We'll also do a gift exchange, so bring a fun gift in the \$10-15 range (aviation gifts are always fun). Please RSVP to Joan by December 8 so that we can get the plans finalized. Feel free to text or email Joan if you have questions.

Monthly Events

We will try again for our trip to Chehalis for dinner. Last month we were unable to complete the flight due to bad weather. Hopefully January will have some better weather. We will plan to on January 14, leaving Salem around 4:30.

New Members

David Long

David Long started his aviation career as an Air Traffic Controller. In 1995 he was accepted into the U.S Army's flight program. David Has flown helicopters his whole career and is a new Private Pilot in airplanes. David currently fly's the UH-72 for the Oregon Army National Guard and works full time for the FAA. David Lives in Newberg.

Landon Nye

Landon grew up in Boise, Idaho and started flying as a teenager while working at a flight school. Since then, he has earned his private pilot license, and seaplane rating. Landon has recently moved to Salem, and joined Garmin as an Aircraft Systems Engineer. Prior to that, he was a Field Support Engineer in Seattle. He also is an A&P/IA and has worked on many different airplanes and helicopters, both in the field and in an MRO setting. Landon studied mechanical engineering at Boise State University, and earned an MBA from Embry Riddle. He is looking forward to pursuing new ratings, and taking part in the club activities.

Winter Runway Conditions

In our winter months, runways will generally not be perfect. They will be wet, and may be snowpacked or icy. Any of these will increase landing distance required. If you are landing on a snowy or icy runway, the biggest change is that directional control must be held by rudder and ailerons. Trying to brake or steer with the nose wheel may result in sliding. Keep runway conditions in mind before you fly! Flight Safety Foundation published suggestions based on runway conditions.

Condition	Runway Increase
Wet Runway	+30-40%
Snowy Runway	+60-70%
Icy Runway	+350-450%



New Frequency for Corvallis

The unicom frequency for Corvallis has changed. KCVO now has a unicom frequency of 123.075. Always check NOTAMS for the current information.

Winter Engine Starting

Engines are particularly hard to start in the winter. Prior to flying with a cold engine, ensure the keys are out of the starter, and that the mags are on "off". With the mixture and throttle at idle, and the master off, pull the prop through several times. Prime it thoroughly, pump the throttle, and turn the

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key. Do not keep cranking until the battery dies. If it does not start, prime it and try again. Once the engine does start, keep it at idle (900-1000 RPM) until the engine has warmed up.

Carburetor Icing

We are entering the season where you will see more carburetor icing. Carb icing forms most commonly between 50 and 70 degrees F, and when relative humidity is greater than 60%. Icing is more likely to happen in low power settings. During the winter months, our relative humidity stays higher. It is not uncommon to get carb icing on the ground taxiing in the winter, let alone in flight. Keep an eye on your tachometer or manifold pressure gauge, and if you notice a drop on either, use the carb heat to clear the engine. If you find constant use of the carb heat is required to keep the engine clear, lean the mixture for the hot air entering the engine.

January Board Meeting

We will have our annual club meeting on January 25th at 6:00 pm. We will hold it downstairs at Flight Deck, so if you would like food, order ahead of time online or by phone as a to-go order. The club will provide drinks. We have two positions up for election. This year we will be electing for the positions of Vice President, and Secretary. If you are interested in running for either position, contact any board member and we would be happy to assist you and provide information on the position.

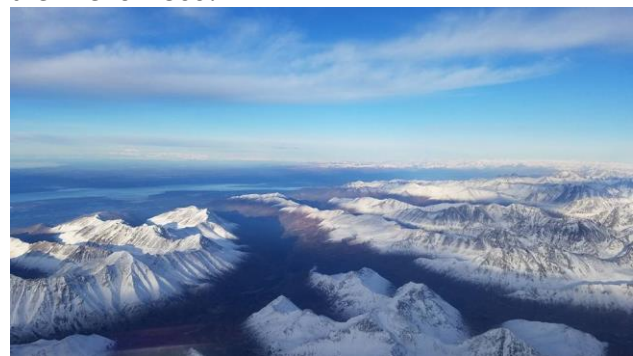
Charter to Anchorage

By Chris Eriksson

I had the opportunity to fly a charter flight recently in a Phenom 300. I departed KUAO on a low IFR day around 9:30 am to fly up to Boeing Field. On takeoff, the Phenom 300 launched into the air with an initial climb rate of 4000 ft/min. Our flight to Boeing Field was just over 30 minutes at 24,000 ft. On the way, I learned to hand fly the Phenom, which was surprisingly easy. We were picking up a team of surgeons and nurses out of KBFI, to take them up to Anchorage, Alaska (PANC). They were then performing a surgery to remove a heart from a body up there and bring it back down to Seattle. Flying from Seattle to Anchorage we cruised at 40,000 ft at Mach 0.75 over an overcast layer. About 40 miles east of Anchorage we started to see the mountains peeking through the clouds, by the time we arrived in Anchorage it was clear.



Our surgery team departed to go do their part, and we explored Anchorage. Of course taking the required lap around Lake Hood Seaplane Base which was frozen over, but still had dozens of seaplanes sitting along the shore. When the surgery team returned, they came back with a living, breathing, heart in a box. This box was specially designed to keep the heart pumping, and you could see the heart beating from the cockpit. They can only survive for about 11-12 hours in this box, so time was of the essence. We flew back to Seattle at 41,000 ft and Mach 0.76 with a Medevac callsign. We departed Anchorage just after dark and were treated to a view of the Aurora Borealis off our left wing for the first hour of the flight. They started out as a silver layer and switched to green as we watched. Absolutely a gorgeous view over the moonlit mountains with the northern lights glowing. We also were lucky enough to watch shooting stars the whole flight back. About an hour and a half out, we were asked to call the hospital in Seattle to tell them to start the surgery on the heart recipient. That was an interesting call with Sitka Flight Service. Neither he nor I felt exactly comfortable telling an operating room to start removing another person's heart! We were given a priority descent clearance into Seattle and landed before midnight. They left to go start the next surgery, and we returned down to Aurora. Made for a long day, but rewarding to help with an organ transplant, and fun to try flying the Phenom 300!



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